

Table 1
Daily Transportation Costs for Fresno County Study Area in Fresno County *
San Joaquin Valley Growth Response Study, Phase III

Item		Initial Run	Blackstone/ 41- Downtown Fresno	BRT Network
Vehicle Miles Travelled (Study Area/ Fresno County) (1)		29,420,756	28,099,121	27,302,182
No. of Transit Trips (Study Area/ Fresno County) (1)		88,238	120,044	115,392
Travel Hours Lost - Auto Travel (Study Area/ Fresno County) (1)		889,193	897,681	834,238
Travel Hours Lost - Transit Travel (Study Area/ Fresno County) (1)		<u>70,943</u>	<u>79,589</u>	<u>71,482</u>
Total Hours Lost		960,136	977,270	905,720
Direct Travel Cost				
Vehicle Travel (2)	\$0.375 per VMT	\$11,032,783	\$10,537,170	\$10,238,318
Transit Travel (3)	\$1.50 per Trip	<u>\$132,356</u>	<u>\$180,066</u>	<u>\$173,088</u>
		\$11,165,140	\$10,717,236	\$10,411,406
Value of Lost Time (4)	\$15.00 per Hour	\$14,402,035	\$14,659,048	\$13,585,799
TRANSPORTATION COST (DIRECT + TIME)		\$25,567,175	\$25,376,284	\$23,997,205
		107%	106%	100%

* Insufficient information on transit was available for Madera County.

(1) From Fehr & Peers transportation modelling.

(2) IRS allowed business expense claim.

(3) Cost per transit trip varies depending on type of transit and level of subsidy. This value represents a reasonable average for the types of transit considered in this study.

(4) Average hourly wage in Fresno County based on Census data.

Source: Fehr & Peers; Economic & Planning Systems, Inc.

Table 2
Relative Backbone Infrastructure Costs *
San Joaquin Valley Growth Response Study, Phase III

Item	Cost Ratio		Initial Run	Blackstone/ 41- Downtown Fresno	BRT Network
	Non-Intens.	Intens.			
<u>Housing Units</u>					
Intensification	--	--	23,200	44,512	32,244
Non-Intensification	--	--	<u>235,939</u>	<u>214,626</u>	<u>226,895</u>
Total	--	--	259,139	259,139	259,139
Water/ Sewer	6	1	100%	93%	97%
Storm Drain	2	1	100%	96%	98%
Roads	10	1	100%	92%	97%

* Backbone infrastructure is defined as sewer, water, storm drain, and road systems required to serve new development. Actual costs will depend on the specific capital improvement programs development by the relevant jurisdictions as well as the levels of existing capacity in intensification areas. For the purposes of this evaluation, the cost differences of serving development in existing service areas and in new growth areas measured for the City of Madera as part of its 2003 Development Impact Fee study are applied to the region.

Table 3
Real Estate Development Costs for Prototype Developments *
San Joaquin Valley Growth Response Study, Phase III

Item	Standard Single Family	Intensification Area Unit (1)
Average Square Feet	1,900	1,000
Base Costs		
Direct Construction Costs	\$140,000	\$80,000
Soft Costs	<u>\$35,000</u>	<u>\$20,000</u>
Subtotal Costs	\$175,000	\$100,000
per square foot	\$92.11	\$100.00
Additional Costs		
Parking Costs	Included in Base Cost	\$5,000
Demolition Costs	<u>\$0</u>	<u>\$2,500</u>
Subtotal Costs	\$0	\$7,500
Total Cost per Unit	\$175,000	\$115,100
without Infrastructure Cost		
per square foot	\$92.11	\$115.10
Infrastructure/ Capital Facilities Cost (2)	\$10,000	\$3,300
Total Cost per Unit	\$185,000	\$118,400
with Infrastructure Cost		
per square foot	\$97.37	\$118.40

* Actual development cost will vary by product type, location, and site characteristics.

(1) "Intensification Unit" evaluated here is an average of the development types in the intensification areas, including small single family, townhome, condo, and apt. units.

(2) Estimate of per unit cost of additional backbone infrastructure and capital facilities costs (based on City of Madera Development Impact Fee Report, April 2003). These represent the portion of infrastructure/ capital costs generally paid for by public entities, though often recovered through fees on developers.

Source: Economic & Planning Systems, Inc.